

NO MESSAGE AT PRESENT

THE PRESIDENT ANXIOUS FOR PARTY HARMONY.

HIS ATTITUDE TOWARD CUBAN RE- LIEF UNCHANGED—ACTION OF THE CAUCUS IN DOUBT.

[BY TELEGRAPH TO THE TRIBUNE.]
Washington, March 5.—While not receding an inch from his firm and resolute stand for reciprocity with Cuba, President Roosevelt has decided not to send a special message to Congress unless that course is shown to be absolutely necessary. Speaker Henderson and Chairman Cannon, of the House Appropriations Committee, were in conference with the President on this subject for half an hour to-day, and the President learned from them the exact condition of the Cuban case at present.

Whether or not the House Republicans at their third conference to-morrow night will adopt the Payne bill, providing for general reciprocity on a 20 per cent basis, is still a matter of speculation. Although the best report is that they have made a poll of the Republican side of the House which shows ninety-five votes pledged against reciprocity, it is not denied by members most outspoken in their opposition that if the supporters of reciprocity should force a vote at to-morrow's conference between the Payne bill and the bill reported by Chairman Payne for the Ways and Means Committee, the latter would win by a substantial majority.

HOPE FOR AN AGREEMENT.

But even then the trouble would not be over. On the contrary, it is feared that if an early decision in favor of reciprocity should be forced by the majority, a strong and stubborn opposition would spring up on the Republican side of the House which would lead to a form of party embarrassment that none of the leaders want to face at this time. Hence, the only reason for so much careful consultation over Cuba at this juncture is the strong and determined desire in high circles to prevent anything like a party split over this or any other question. There are so many Western members and some from the East who have been made to believe by the best report that they will be defeated for re-election if Cuban reciprocity legislation is enacted at this session that it is dangerous to party harmony to precipitate the question on the House at this time, and so it is probable that it will be postponed to the last moment in the confident belief, not only that the measure will pass with a large majority, but also that it will get nearly every Republican vote. Speaker Henderson and the Committee on Rules can easily prevent all this trouble if they are inclined to act with their usual vigor by reporting a special rule preventing amendments and limiting debate on the bill.

At the conference to-morrow night it is expected that the friends of reciprocity will rally and make a demonstration of their real strength, as to the question of the bill, they are in the minority. This does not necessarily mean that they are determined to show the best report that they have strength enough to carry the bill through without action to a single vote from the best report districts. It is generally conceded, however, that they will wait until the bill can be made a party measure and then will push it.

LINING UP FOR THE CAUCUS.

A DAY OF CONFERENCES AND CAVASSING IN WASHINGTON.

[By The Associated Press.]
Washington, March 5.—Active canvassing continued among Republican members of the House to-day, preliminary to the third caucus, to be held to-morrow night. The most positive assertions were made by those opposed to Representative Payne's 20 per cent reciprocity plan that there is a clear majority against it.

Mr. Payne and his associates did not concede this, however, and expressed the belief that a concession to Cuba will ultimately be granted. It was said that Speaker Henderson is now favorable to the position taken by the majority of the Ways and Means Committee, and that this would exert much influence in shaping the final outcome.

Several members of the Cabinet were called on by Mr. Tawney, of the Ways and Means Committee, who has proposed a rebate plan as a substitute for Chairman Payne's 20 per cent reciprocity bill, and Mr. Morris, of Minnesota, who has also presented a plan differing from that of Mr. Payne. As an outcome of these calls it was asserted that three members of the Cabinet—Postmaster General Payne, Secretary Shaw and Secretary Wilson—hoped to see a solution of the problem which would not endanger any American industry. This was construed to mean quarters to show a division in the Cabinet, but it was said by those conversant with the situation that the attitude of the Cabinet members did not warrant any such construction.

MR. TAWNEY SEES THE PRESIDENT.

Later in the day Mr. Tawney called at the White House, and had a conference lasting nearly an hour and a half with the President. After the conference Mr. Tawney joined several of his associates who are opposed to the Payne bill. It developed that Mr. Tawney had told the President there was little or no possibility of the adoption of the Payne plan by the Republican conference, and that, if it was adopted, some forty Republican members would not consider themselves bound, and would carry the question to the floor of the House, where there would be additional complications, owing to the attitude of Democratic members. The President is understood to have made his position clear, and in so doing is said to have removed several misapprehensions which have been fostered of late. He said he had no intention at present of sending a special message to Congress. The President expressed the most earnest hope that a satisfactory adjustment could be reached by Congress, saying that this was an "inherited problem," meaning that it had come to him from the McKinley administration. Furthermore, the President, it is asserted, indicated no positive determination in favor of any particular idea, but rather a desire that Congress should deal with the Cuban problem according to its best lights. After hearing from Mr. Tawney, his associates expressed the belief that the President would accept the rebate proposition if Congress sent it to him. They also were considerably encouraged to hear from Mr. Tawney that the President was not laying down any emphatic ultimatum in favor of the plan presented by Mr. Payne.

THE SITUATION SERIOUS.

While these conferences were going on at the White House Chairman Payne and members of the Ways and Means Committee supporting him were in conference. Later one of the members

said he was confident that the Payne reciprocity plan would be adopted by a majority of the Republican members, but the minority was so large and so determined to carry the question into the House that Mr. Payne and his friends recognized the seriousness of the situation. However, there was no disposition, he said, to accept the rebate plan, as it was said that this was merely a repetition of the plan proposed by the head of the beet sugar organization two months ago.

Members of the House were informed in the afternoon that several members of the Cabinet would confer with the President on the Cuban question, but so far as could be learned at the Capitol, the only members of the Cabinet to call were Postmaster General Payne and Secretary Root, and the nature of their conference was not divulged.

WHITE HOUSE CONFERENCE

NO FRICTION BETWEEN THE PRESIDENT AND REPUBLICAN LEADERS IN THE HOUSE.

Washington, March 5.—Postmaster General Payne said to-night that the conference at the White House to-day on reciprocity with Cuba was perfectly harmonious and agreeable. It was brought about by the report that the President would send a special message to Congress to-day. He denied that there was any friction of any kind whatsoever. The President, he said, in order to get a clear idea of the situation, wanted to hear both sides of the case and ascertain the real feeling existing among the Republican members of the House. The President has no intention at this time, he said, of sending any message to Congress on the subject.

Representative Cannon, of Illinois, said to-night that he called at the White House this morning on a matter personal to himself. Speaker Henderson accompanying him. While there he (Mr. Cannon) brought up the subject of Cuban reciprocity, and said to the President that there was a division of sentiment in the House as to what should be done, if anything, in regard to a commercial agreement with Cuba. He told the President that the beet sugar and tobacco people did not entirely agree among themselves as to what course should be pursued, some favoring no action and others favoring either the Tawney or the Morris proposition. He also informed the President that there would be another conference to-morrow night, which would be the third the Republicans have held, and it had been indicated that time should be taken for a full conference, each member having opportunity to express his views; further, that it might, and probably would be, several days before the conference was ready to take definite action. Speaker Henderson, Mr. Cannon said, was present throughout the interview, and shared his views.

"Our going to the White House," said Mr. Cannon, "did not in any way have for its object the urging of the President to delay sending a message to Congress, as nothing was thought of a message, and nothing was said about a message. The President listened attentively, and acquiesced in the wisdom of what was said."

"In other words," said Mr. Cannon, "while we do not hold conferences at his request or by his permission, the whole interview was a pleasant one, and the President's attitude toward the Republicans in the House pursuing the course they were pursuing in the premises."

WILL AFFECT AMERICAN CUSTOMS. COUNTERVAILING DUTIES MUST BE REMOVED BECAUSE OF THE BRUSSELS AGREEMENT.

Washington, March 5.—The State Department has replied to United States Minister Townsend at Brussels to its inquiry as to the accuracy of the press reports of the results of the conference of representatives of beet sugar producing countries. Mr. Townsend reports that the proceedings were supposedly secret, hence it is not possible to make an official statement of the result of the conference. However, it is the understanding, he says, that the conference have agreed to abolish all bounties on beet sugar and to adopt a uniform customs tariff on imports of sugar of \$1.16 for 220 pounds, or about a half cent a pound. It was the plan to vote yesterday upon the whole proposition.

In view of the great importance of the proposed action to the United States Government, the State Department has informed the Treasury Department of the substance of Mr. Townsend's dispatch, and will likewise acquaint the Ways and Means Committee of the House with the cable dispatch, as the majority members of the House are now engaged in considering the propriety of reducing the duty on Cuban cane sugars, a proposition likely to be affected by the European action. The Treasury Department must plan to remove the countervailing duties on bounty sugar, which action will not depend upon Congressional movement, but will, nevertheless, considerably affect the customs receipts as a whole.

THE UNITED STATES HOLDS THE KEY. Señor F. E. Fonseca, whom the Cubans of this city recognized as one of the best informed and most conservative in questions of interest between Cuba and the United States, said yesterday with regard to the delayed action of Congress: "My people, though anxious as to the outcome of the Cuban reciprocity measure before the Committee on Ways and Means of the House, are not hopeless. The attitude of The Tribune has won many commendations from the Cubans, and we all hope that it will exert the influence that your newspaper deserves. We are also pleased with the unwavering policy of President Roosevelt and the wisdom that he has exhibited. More is involved in this question than the mere pecuniary interests of Cuba. The call for action is urgent, and as President Roosevelt has said, the United States is the only country that can befriend us, the only country that is in a position to make the United States that holds the key to the prosperity, security and friendship."

DESERTIONS FROM GERMAN SHIPS.

ONE WAY TO SECURE CHEAP PASSAGE TO THIS COUNTRY.

Berlin, March 5.—Statistics gathered and published by the Seamen's Bureau of Hamburg and Bremen, of desertions from the German merchant marine, show that more seamen deserted German vessels at New-York than at any other port. One thousand two hundred and sixty-four men deserted at New-York during the year 1901, while the total desertions from the German merchant marine amounted to 2,704. Two hundred and forty-four German sailors deserted at Baltimore.

Desertions at American ports are explained by the fact that men who desire to emigrate cheaply take service on vessels bound to the United States and then desert.

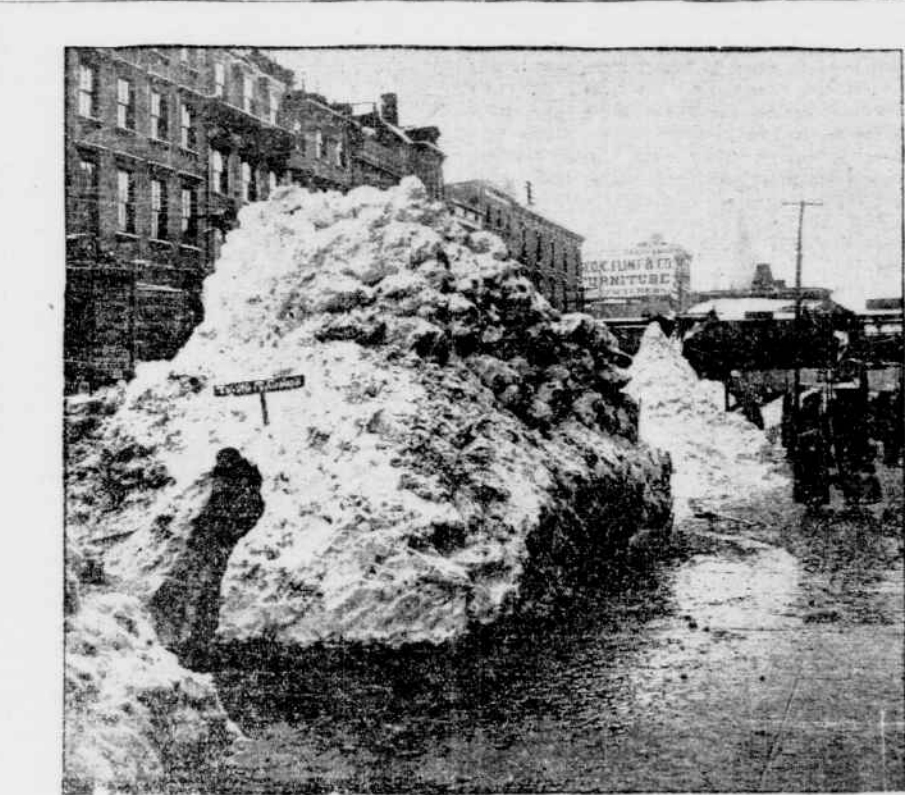
PENNSYLVANIA BILL REPORTED.

OUT OF CITIES COMMITTEE AND NOW IN COMMITTEE OF THE WHOLE.

Albany, March 5.—The Senate Cities Committee this morning reported favorably the Pennsylvania Tunnel bill, permitting the city of New-York to grant a franchise in perpetuity to the Pennsylvania Railroad to construct tunnels in the North and East rivers from New-York, with terminals at Manhattan and Long Island, for a reasonable and not more than twenty-five years.

Senator McMahon announced that the bill is scheduled for third reading, but Senator Foley interposed objection and the bill was committed to the committee of the whole.

POLAND! POLAND! POLAND! Poland water, first among nature's remedies.—Adv.



"LEST WE FORGET." A Tribune reader sends the above photograph, showing the effects of the blizzard of March 12, 1888, at West Fourteenth-st., looking west, between Fifth and Sixth aves., and a note in which he says: "What's the use of growling about the little storms we're having this year? These are babies compared with the blizzard."

MORE TANNANY FRAUDS.

CITY ROBBED THROUGH HUNDREDS OF DUMMIES.

ACCOUNTS COMMISSIONERS SAID TO BE DRAWING THE MESHES ABOUT OLD HIGHWAYS DEPARTMENT FOREMEN.

What appear to be glaring frauds in the old Highways Department under the Tammany administration have been discovered by the examiners in the Accounts Department. Several hundred fraudulent names were carried on the payrolls. It is alleged, while the money for the dummies went to foremen, who regularly cashed the fictitious laborers' checks. Nothing has been turned up to connect James P. Keating, ex-Commissioner of Highways, with the irregularities. The stealing appears to have been done by certain foremen, whose accounts were certified without proper investigation.

For several weeks the Accounts Department has been examining the books of the old Highways Department. When Borough President Cantor took charge of the books he placed them under seal, so that no alterations could possibly be made by any one interested. The story that frauds were being uncovered by the Accounts Department came from Borough President Hoffman's friends in The Bronx yesterday. The old Highways Department books contained a lot of data pertaining to the Borough of The Bronx, and President Hoffman has been trying to get these books for the last three weeks. He has met refusal each time, it is said, for the reason, confidentially stated, that the Commissioners of Accounts were finding a lot of cooked work, and that it was necessary for them to retain the books for an indefinite period.

When Borough President Cantor was asked last night about the alleged frauds, he said:

"Of course, I was aware of the retention of the books by the Commissioners of Accounts, and I cannot say that it is news to me that gross irregularities have been discovered. I don't care to discuss the matter at all, because Mayor Low at the proper time will doubtless make public whatever the Commissioners of Accounts have discovered. I would not be surprised at anything discovered in the old department's books. I have cut down the payrolls in my department more than \$100,000, and still they are only just within the appropriation. This proves to my mind that the old Board of Estimate and Apportionment made up its budget knowing that it had not appropriated enough money to pay the salaries of the men left on the rolls. The members of the board were aware that under the charter they could revise the budget, no matter what they placed the figures at at first. If Tammany had won, the revised budget would have been upward of \$100,000,000, instead of \$88,000,000."

Mayor Low was not at the City Hall yesterday afternoon, and William Hepburn Russell, senior Commissioner of Accounts, is out of town. No verification of the report that frauds had been discovered could be obtained at the Accounts Department.

The scheme of placing dummies on payrolls is one of the old-time dodges in Tammany Hall, and all along there has been a suspicion that the scheme was worked extensively under Mayor Van Wyck's administration. In the discoveries now being made it seems that the names of laborers were regularly forged by some one, and that the money paid on laborers' vouchers went to men who never existed at all. This phase of the case is the one that is engaging the attention of the Commissioners of Accounts at this time. It was said last night that not only were the best examiners in the Accounts Department working on the case, but that a regular detective assigned to the frauds had found that some of the foremen carried scores of dummies on their payrolls without going to the trouble of having any one report for duty under their names. If this turns out to be true the frauds will be turned over to the District Attorney for further investigation.

Ex-Commissioner Keating is out of town, and will not return till March 15.

TO BUILD TWO HUGE CUNARDERS.

PASSENGER STEAMERS TO ECLIPSE ANYTHING AFLOAT.

Liverpool, March 5.—The Daily Post understands that the Cunard Line is to build two passenger steamers to eclipse in size anything afloat. They are to be over seven hundred feet long, and of 18,000 horsepower each.

NO CUNARD LINER FROM LIVERPOOL.

MAIL ARRANGEMENTS MADE NECESSARY BY ACCIDENT TO ETIRIA.

London, March 5.—In consequence of the accident to the Etiria, which is being towed to the Azores with her propeller shaft broken, no Cunard Line steamer will leave Liverpool on March 8, which was the date the Etiria was to have sailed from that port for New-York. The mails which, under ordinary circumstances, would have been taken by the Etiria will be sent by the American Line steamer St. Louis, which sails from Southampton on March 8, and the White Star Line steamer Nomadic, which leaves Liverpool the same day. The Nomadic will call at Queenstown on Sunday.

POLAND! POLAND! POLAND! Poland water, first among nature's remedies.—Adv.

SUGAR AGREEMENT SIGNED.

EFFORTS TO DELAY ITS OPERATION PROVE UNAVAILING.

DUEL TO THE DEATH BETWEEN LIBERAL STATESMEN—ROYAL FUNCTIONS IN ENGLAND.

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[BY CABLE TO THE TRIBUNE.]

London, March 6, 1 a. m.—The delay in signing the sugar convention at Brussels is explained in the trade as due to the German cartels. The sugar industry of Germany is under absolute control of the ring of producers and exporters, and a final effort had been made to coerce the British Government into an agreement for deferring the period for putting the convention calling for the abolition of bounties into operation until 1904 in the place of 1903. The German Government would also be pleased to keep the whole question open until the tariff settlement is reached, but this was clearly impracticable, as Sir Michael Hicks-Beach wanted definite action by the Brussels Conference in time for his budget speech. So the agreement was signed, as the British Government resisted strenuously the proposal for deferring operations an additional year.

It is a duel to the death between Sir Henry Campbell-Bannerman and Lord Rosebery. Either one or the other must go under. Sir Henry, speaking last night at the National Liberal Club, definitely put the new Liberal League under the ban, and declared that no room could be found for it within the tabernacle. The Opposition leader was never more emphatic or spirited in his life, and some of those best acquainted with his career who watched him last night were amazed at the vehemence with which he spoke.

Royal functions fill a large portion of the space of the English press. The visit of the Prince and Princess of Wales to Bristol for the opening of the new dock at Avonmouth is described in great detail. The prince's experience in making the circuit of the empire has proved most valuable. He has learned how to use his voice, and makes a favorable impression at all functions by his grace and tact.

About sixteen hundred invitations have been issued for the levee at St. James's Palace. Presentations are now managed with dispatch about sixteen passing the King every minute, handshaking and kissing the King's hand being dispensed with, and a single bow being required.

Invitations to the coronation, with the assignment of seats, have been issued to the number of several thousands, and a large portion of the available space in the Abbey is already allotted. The demand for carriages and horses on Coronation Day will be unprecedented. The Master of the Horse has already made large contracts for extra equipages and horses for the use of the guests of the Crown, and many peers and officials have engaged carriages long in advance.

There were many brilliant receptions and parties last night, among them Lady Somerset's at the Admiralty, Lady Hayer's and Lady Esther Smith's.

George F. Brett has arrived in London from the Continent for a fortnight's survey of the book market and library field. He was with Marion Crawford at Sorrento and Rome, and met in Berlin the American Winston Churchill, who was full of literary activity, with plans for several months' work in Germany, Paris and London. Mr. Brett reports that the reception to Prince Henry in the United States has caused intense satisfaction in Berlin, and that Americans are now the most popular and highly favored foreigners in the capital.

There is a disposition among people who are interested in canal traffic here to discredit the report that American capital is about to be invested in two well known English canals. Commercial men would, however, gladly welcome any foreign intervention that might lead to the development of the British canal trade. England has a long way behind other countries in the matter of internal waterway communication.

A representative conference convened by the United Empire Trade League yesterday adopted a resolution in favor of preferential trade with the colonies. Sir Howard Vincent advocated the consolidation of the empire upon a commercial basis according to Mr. Chamberlain's advice. A fund is being raised by the British Empire League for the entertainment of the Colonial Premiers during the approaching visit to this country. Mr. Chamberlain and Lord Strathcona have both subscribed to the fund.

L. N. F.

STILL STUDYING GUDEN CASE.

GOVERNOR ODELL AND ATTORNEY GENERAL DAVIES HAVE REACHED NO DECISION.

[BY TELEGRAPH TO THE TRIBUNE.]
Albany, March 5.—Governor Odell said to-night that he had not yet made any decision on the charges against Sheriff Guden of Kings County and that Attorney General Davies was still studying the law points involved in the charges.

POLAND! POLAND! POLAND! Poland water, first among nature's remedies.—Adv.

NEW STORM ON HEELS OF OLD.

HEAVY FALL OF SNOW AND SLEET DELAYS AND ADDS TO THE WORK OF REPAIR.

PATERSON AGAIN IN TERROR LEST FLOOD RETURN.

Six and one-half inches of snow, followed by sleet and rain, interfered with traffic on land and water in this city yesterday. The sailing of the steamships Philadelphia and Oceanic was delayed. Two small sailing vessels were abandoned and a third went aground in the Lower Bay.

The repairing of the damage done by the previous storm to railroads and telegraph lines was interfered with. Trains and mails were behind time.

The citizens of Paterson were much alarmed by the heavy fall of snow. It was declared that a sudden thaw would mean a repetition of the flood, and that because of the weakened condition in which buildings were left another such flood would accomplish the destruction threatened by the first one.

The severest storm of the winter raged up the State and threatened a recurrence of the floods from which railroads and communities were recovering. The upper Hudson River was again blocked with ice, and it was feared that if rain followed the snow the stream would again overflow its banks and cause disaster.

FEAR ANOTHER FLOOD. WOODBURY'S EARLY START

HEAVY FALL OF SNOW CAUSES MUCH ALARM IN PATERSON—MANY BUILDINGS WEAK.

Paterson, N. J., March 5 (Special).—The families housed in the armory thought that they would get back to their homes to-day, but when they got up this morning they found that another big snowstorm had visited the city and they became disheartened. The Board of Health had also made restrictions against the return of those people to their homes, and altogether, this was one of the dreariest days that Paterson has seen since the morning of the great fire.

It snowed heavily all day, and in the evening nine inches of snow lay on the ground. The river is still a raging torrent, though it is now confined to its channel in this city. But if another thaw comes along now the river will probably fill up as high as it was last Sunday. That means that all the apprehended damage of the last three days will almost certainly result, for the buildings subjected to the flood cannot withstand another test of the same kind. At the office of the East Jersey Water Company last night J. Waldo Smith, the superintendent, declared that if a rain came or a strong south wind, with a thaw, the river would rise just as high as on Sunday, and the city would then be in greater danger than before. He said:

"The river has fallen only about three feet at our dam above the falls, and if all the snow that has fallen to-day is precipitated into the river from the great watershed of the Passaic we will be within nine inches more to-day. The only thing that we can hope for now is that this snow will not melt until the river returns to its natural volume."

To-day's storm has impeded trolley traffic and the telephone wires are in bad shape, with the linemen on strike. At 5 o'clock this afternoon the storm abated, and it looked as if it would clear up.

Passaic, N. J., March 5.—The flood in this city and Wallingford above, the water having fallen five feet since yesterday. The work of searching for bodies is at a standstill, owing to the storm that is raging to-day. Trolley traffic has again been stopped.

Somerville, N. J., March 5.—This place is practically tied up as a result of the storm. There are no cars running, the town streets are blocked, and no trolley cars are running. The railroad trains are passing through late, and some of them, though they have locomotives, are still in difficulty.

BLIZZARD RAGES UP STATE.

HUDSON AGAIN ICE BLOCKED, AND RAILROAD DIFFICULTIES MAY RECUR.

[BY TELEGRAPH TO THE TRIBUNE.]
Kingston, N. Y., March 5.—Snow began to fall here about 10 o'clock this morning, the wind from the northeast became a wild gale, and this afternoon the storm has developed into the worst blizzard of the winter. Snow has fallen rapidly and incessantly, and to-night all country roads are blocked and business is suspended. Trains on all lines are far behind, and many of them are stalled in the drifts.

The Wallkill Valley road has just recovered from the flood, and is now again tied up. Mails and wires are demoralized worse than ever, and local street traffic is almost impossible.

The sudden change in temperature has again clogged the upper river with ice, and there are dangerous rapids. The ferries are operated with great difficulty and only at long intervals, and the prospect for an early resumption of navigation is dispelled. The snow is very dry. The Catskills and the United States and Delaware trains are battling in the drifted cuts.

FITCHBURG TRAINS BEHIND.

DANGER FROM FLOOD GONE, SNOW BRINGS TROUBLE FOR RAILROADS.

Hosack Falls, N. Y., March 5.—After all the danger from the flood in the Hosack Valley had been obviated within the last thirty-six hours by a sudden cold snap, to-day brought snowbound conditions. High winds prevail, and this section of Eastern New-York is now in the throes of a severe storm, which threatens to eclipse the blizzards of January 12 and 13.

The heavy snowfall that began this morning blocks traffic in general. Trains on the Fitchburg division of the Boston and Maine Railroad are running behind their schedules. The Bennington and Hoosick Valley trolley line, which was crippled with great difficulty and only at long intervals, and the prospect for an early resumption of navigation is dispelled. The snow is very dry. The Catskills and the United States and Delaware trains are battling in the drifted cuts.

SNOW STOPS RAILROAD WORK.

PROBABLY NOT FOR A WEEK WILL CENTRAL TRACKS BE CLEAR.

Hudson, N. Y., March 5.—A heavy snowstorm set in at noon to-day. The snow drifted badly, and caused the entire force of men who were clearing the tracks of the New-York Central Railroad to suspend work. Four hundred men were working night and day clearing the tracks, but all that has been accomplished goes for nothing in the face of the present storm. It will probably be a week before the New-York Central tracks can be used for through traffic.

52.00 TO CALIFORNIA.

During March and April, the New-York Central will sell tickets from New-York to California, Oregon, Washington and British Columbia, from San Diego to Seattle, Vancouver and Victoria. Inquire at New-York Central ticket office.—Adv.

LUXURIOUS TRAIN TO CALIFORNIA.

The "Overland Limited." Best of everything on route via Chicago & North-Western, Union Pacific and Southern Pacific Railways. Offices, 481, 52 and 54 Broadway.—Adv.

AGAIN ATTACKS THE SNOW CLEANING PROBLEM WITH VIGOR—SCHEDULE FOR THE MAILS UPSET.

Tuesday's forecast of the Weather Bureau was verified with a vengeance yesterday. Rain or snow, with a brisk high northeast wind, was announced by the official prophet. There was snow, rain and sleet, and the wind reached "brisk to high" velocity. Snow to a depth of 6.5 inches, and sleet and rain in addition to the amount of 1.22 inches were the precipitation for the day.

As a result of the storm two steamships were delayed in sailing and several boats met misfortune in the lower harbor. Railroad and telegraph companies were handicapped in repairing the damage done by the previous storms. Mails and street traffic were more or less delayed. The Snow Cleaning Department had another opportunity to show what it could do.

CLEAR WEATHER PROMISED.

The snow is to cease this morning according to the Weather Bureau. Clear weather is prophesied for this afternoon.

It seemed strange yesterday to recall that only a day or two ago nurses, children and hundreds of idlers were sunning themselves in the parks of the city. The snow and sleet storm shattered all hopes of an exceptionally early spring. The storm began as early as 8 a. m. but did not develop vigor until two hours and a half later. By 7 a. m. it looked as if a heavy all day storm had got under full headway. The snow came from the South, the storm having originated in the neighborhood of Texas. At noon the rising temperature caused the snow-fall to turn into sleet. By 8 a. m. three inches of snow had come down. The Weather Bureau reported that six and one-half inches had fallen before noon.

The wind was strong, attaining a velocity of forty-nine miles an hour at 2 p. m., and averaging thirty-six miles nearly all day. It wrecked hundreds of umbrellas and made it difficult for pedestrians to turn such exposed corners as Broadway and Park Place, and Park Row and Spruce-st. Crowds braved the wind at these points to witness the wholesale destruction of umbrellas.

Walking was particularly bad, because much of the snow melted shortly after its fall and covered sidewalks with soft slush to a depth of from two to six inches.

WATCH THE SNOW FALL ANXIOUSLY.

Telegraph, telephone and railroad companies, the railway mail service and the Street Cleaning Department anxiously regarded the storm. Much of the territory affected by yesterday's snowfall has suffered severely from the bad weather of the last two weeks. The latest storm, though undoubtedly a severe one, proved to be less of a burden than it was at first feared. The snow, however, was not so heavy as that of themselves that they could continue the work of repairing the heavy damage wrought by the previous storm.

WORK OF CLEANING THE STREETS.

Street Cleaning Commissioner Woodbury, while expecting rain, made early preparation to clear the streets. By breakfast time he had arranged with Snow Inspector William S. Clarke to concentrate his attention on Broadway. John F. Maille, the snow contractor, at 10:30 a. m. started a "piling" gang of one thousand men in that important thoroughfare. No horses could be obtained in the afternoon, because of the rain which followed the snow. In the evening, however, 1,500 men were at work, and teams were starting snow from the streets below Canal-st. It was believed that ten thousand loads would be removed this morning. The men and horses of the department will not be used on the snow, as they are needed for handling ashes and garbage.

By starting work at once, Commissioner Woodbury was able to organize gangs and gain at least twelve hours. The men piled snow in Broadway all the afternoon.

To-day, said Inspector Clarke, the contractor will have got the work of snow removal well in hand. Officials of the department are anxious to have the principal streets cleared by to-morrow evening, when Prince Henry returns to New-York.

The surface electric railway tracks were kept well cleared with ploughs and rotary sweepers.

THE WORST IN YEARS.

Charles A. Tinker, general superintendent of the Eastern division of the Western Union Telegraph Company, said yesterday afternoon:

"A severe sleet storm this morning near Philadelphia, added to the general mixup of wrecked wires, I have been with the Western Union for twenty-five years, and I have never seen anything like this last series of storms. Our service is in sad shape. I can give no estimate of the money damage, which we have thus far suffered. Although New-York our wires are still working fairly well, and we are sending messages through to the West. We are especially crippled about Washington, Baltimore and Philadelphia, and further South. The New-England service is doing well."

"Why don't you bury your wires along the route between New-York and Washington?" Mr. Tinker was asked.

"Because it would cost too much," was the reply. "Another reason is that it is difficult to communicate over long distances through buried wires, because of the induction. We have thought of the project, but have never pushed the scheme into effect because of the expense. I admit that the loss of the last week or two has cost us a great deal."

DRY MONOPOLIST CHAMPAGNE, officially adopted by H. M. the Emperor of Germany.—Adv.

POLAND! POLAND! POLAND! Poland water, first among nature's remedies.—Adv.